

CAPE HATTERAS LIGHTHOUSE.

Another Effort Will be
Made to Get a Founda-
tion.

THE CONTRACTORS FAILED IN THEIR FIRST EFFORT.

A Defective Coast Map Said to be
the Cause of the Wrecking of
the Caisson.

The New York Times says that Capt. Anderson, of Anderson and Barr, has just returned from the point off Cape Hatteras, where he had been engaged in an attempt to sink the big caisson, which he designed to be the foundation for the lighthouse for which the Government appropriated \$500,000 two years ago. The caisson was wrecked in a storm on July 8. Last Sunday Captain Anderson examined it, made some soundings and examinations near by, and finally decided to let the big iron tube remain where it is and begin work anew on a somewhat different plan.

The work had cost about \$100,000 to date, including the outlay for machinery. The loss occasioned by a change of plan would be considerable, Captain Anderson said. He proposed, he said, going to Washington in a few days to consult with the Lighthouse Board, and, if agreeable to the officials, to begin another caisson of somewhat different construction, but in its essentials like the one which was wrecked. As an engineering possibility, he said, the recent costly experience indicated nothing. The unfavorable conditions, which had proven far, far different from expectation, were responsible for the wreck. The making and towing to the spot of the great piece and placing it upon the sea bottom had been successfully done, and that, Captain Anderson said, had been the most doubtful portion of the undertaking.

"It was a big steel cylinder, 50 feet long and 54 feet in diameter," Captain Anderson said. "Within were four tubes, water tight, each nine feet in diameter. These were to be used as dredging tubes, and as the sea bottom was taken away and the caisson sank material was to be built up outside to keep the water out. When the caisson had reached a solid bottom it was to be filled with concrete and become the foundation for the lighthouse."

"It was successfully constructed at Norfolk, and was towed to the spot on Diamond Shoal, nine miles off from Cape Hatteras, reaching that place July 1. I had three vessels loaded with cement, ready to be put inside, anchored within easy reach. The water there is almost never calm. Winds blow up or down the coast almost unceasingly, and when the wind dies away there is a heavy swell, so that the water is seldom quiet. On July 1, when the caisson was located, the sea was almost still. The big thing was dropped to the sea bottom. The water was from twenty-two to twenty-five feet deep, and that left about twenty-eight feet of the cylinder out of the water. The ocean bottom was uneven, so that the top was two or three feet out of level."

"With the dredging machines I easily brought it to level in a few hours. To show how the eddies and currents work on the ocean bottom there, it is only necessary to say that next morning one side of the bottom had shifted so that the upper end was nine feet out of level. Another thing that shows the strong bottom currents is the fact that in the few days it stood there the ocean had been washed away and it had sunk about twenty feet, leaving but six feet above water. We could

not build up about it fast enough to have made the work a success, because the water was so much deeper than had been anticipated.

"The support we expected from the shoal was not there. High waves could break upon it with nothing to stay their force. On Saturday following its arrival the weather was so rough that we could not work, and our boats had to be taken to port. The caisson had then sunk ten feet. No more work was done."

Captain Anderson said that the caisson had been planned for a depth of water several feet less than had been found. The charts made by the Government coast survey in 1871 showed that the depth in that locality was from eight to twelve feet at different points. Since that survey was made the bottom had shifted so that at no place in that vicinity was the depth less than twenty feet, and at the point selected for the lighthouse it was twenty-two feet. This depth of water and the shifting sands, which had been worn away by eddies so that in two days the caisson had sunk ten feet without dredging, were responsible for the loss. Had the big tube projected far enough above water to have prevented the waves breaking over the top, their force in lashing its sides would not have broken it.

Captain Anderson said that one of the significant points in the whole incident was the change in the actual sea bottom from the bottom marked out by the coast survey. If there had been excavations of ten feet at that point it was pretty certain that there had been accumulations at others; new shoals had been made, and he said that he should question the absolute accuracy of any chart in the absence of comparatively recent soundings.

Captain Anderson said that the ease with which the machinery he had had handled the caisson after it had been placed—leveling it when six or eight feet out of line in a single day—had convinced him that this was the proper method to employ. As an engineering feat there had been nothing against its success.

If agreeable to the authorities at Washington, he would select some spot near by and construct a rip-rap of semi-circular form to break the force of the waves at the spot where the light-house is to stand, and construct and sink a new caisson in this spot thus protected. The rip-rap would do the work the shoal had been expected to do in the first instance. The caisson would be of a somewhat different style. The big tube would be longer, so that even with the depth of water which was found there a considerable length of it would be above water. It would also be of correspondingly large diameter. More timber would be used in its construction and less iron, the idea of this being to get a larger structure without much increase in weight.

All of the machinery for handling the tube and for dredging was swept away by the storm, and several feet of the steel tube was broken and carried off. The balance—a huge structure of iron plates, beams and braces—could not be recovered except at great loss of time and expense, Captain Anderson said, and the second attempt would be from a new beginning. So far as his firm was concerned, the old caisson would lie where it is forever.

Capt. J. D. Johnston.

To all whom it may concern: I take great pleasure in testifying to the efficacious qualities of the popular remedy for eruptions of the skin, known as P. P. P. I suffered for several years with an unsightly and disagreeable eruption on my face, and tried various remedies to remove it, none of which accomplished the object until this valuable preparation was resorted to. After taking three bottles in accordance with directions I am now entirely cured. J. D. JOHNSTON.

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Passenger	Freight & Mail.
Lv Raleigh..... 4 00 p m	5 10 a m
Ar Cary..... 4 19	5 43
Merry Oaks..... 4 54	7 37
Monrovia..... 5 05	8 04
Sanford..... 5 28	9 10
Cameron..... 5 54 p m	10 20
South Plains..... 6 21	12 30 p m
Aberdeen..... 6 31	1 00
Ar Hamlet..... 7 20	3 33
Lv Hamlet..... 12 40 p m	
Ar Weldon..... 12 30	
Ar Gibson..... 5 50 p m	

GOING NORTH.

No. 33.	No. 4.
Passenger	Freight & Mail.
Lv Gibson..... 8 10 a m	
Ar Weldon..... 8 30	
Lv Hamlet..... 8 50	6 00 a m
Ar Hamlet..... 8 50	8 00
Aberdeen..... 8 49	9 15
South Plains..... 8 58	11 01
Cameron..... 9 25	12 15 p m
Sanford..... 9 52	1 47
Monrovia..... 10 16	2 17
Merry Oaks..... 10 26	4 19
Cary..... 11 01	4 42
Raleigh..... 11 20 a m	

PITTSBORO ROAD.

Leave Pittsboro 9:10 a. m. and 3:00 p. m.
Arrive Monrovia 9:55 a. m. and 3:45 p. m.
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CARTHAGE RAILROAD.

Leave Carthage 8:00 a. m. and 1:30 p. m.
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Arrive Carthage 10:10 a. m. and 6:35 p. m.
W. C. PETTY, Manager.

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In effect Sunday, June 14th, 1891.

TRAINS MOVING NORTH.

No. 33.	No. 34.
Pass. Daily Pass. & Mail	Daily ex. Sun.
Lv Raleigh..... 5 00 pm	11 25 am
Mill Brook..... 5 15 pm	11 41 am
Wake Forest..... 5 39 pm	12 05 pm
Franklinton..... 6 01 pm	12 26 pm
Kittrell..... 6 19 pm	12 44 pm
Henderson..... 6 36 pm	1 00 pm
Warren Plains..... 7 14 pm	1 39 pm
Macon..... 7 22 pm	1 46 pm
Ar Weldon..... 8 30 pm	2 45 pm

TRAINS MOVING SOUTH.

No. 41.	No. 45.
Pass. and Mail.	Daily ex. Sun. Daily Pass.
Lv Weldon..... 12 15 pm	6 00 am
Macon..... 1 13 pm	7 06 am
Warren Plains..... 1 30 pm	7 15 am
Henderson..... 2 22 pm	7 53 am
Kittrell..... 2 39 pm	8 11 am
Franklinton..... 2 56 pm	8 29 am
Wake Forest..... 3 17 pm	8 50 am
Mill Brook..... 3 40 pm	9 15 am
Ar Raleigh..... 3 55 pm	9 30 am

LOUISBURG RAILROAD.

Leaves Louisburg at 7:35 a. m., and 2:00 p. m.
Arrives at Franklinton at 8:10 a. m. and 2:35 p. m.
Leaves Franklinton at 12:30 p. m. and 6:05 p. m.
Arrives at Louisburg at 1:05 a. m. and 6:40 p. m.

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No. 9.	No. 11.
Daily.	Daily.
Lv. Richmond..... 3 00 pm	2 55 am
Ar. Burkeville..... 5 11 pm	4 55 am
Ar. Keyville..... 5 53 pm	5 36 am
Ar. Danville..... 8 12 pm	8 00 am
Ar. Greensboro..... 10 20 pm	10 19 am
Lv. Goldsboro..... 2 57 pm	18 30 pm
Ar. Raleigh..... 4 48 pm	11 50 pm
Ar. Raleigh..... 6 10 pm	1 30 am
Ar. Durham..... 7 30 pm	3 32 am
Ar. Greensboro..... 10 00 pm	8 00 am
Lv. Winston-Salem..... 8 30 pm	7 25 am
Ar. Greensboro..... 10 30 pm	10 28 am
Ar. Salisbury..... 12 20 pm	12 02 pm
Ar. Statesville..... 1 52 am	1 01 pm
Ar. Asheville..... 6 55 am	5 03 pm
Ar. Hot Springs..... 8 56 am	7 00 pm
Lv. Salisbury..... 12 30 am	12 10 am
Ar. Charlotte..... 2 10 am	1 35 pm
Ar. Spartanburg..... 5 32 am	4 43 pm
Ar. Greenville..... 6 47 am	6 05 pm
Ar. Atlanta..... 1 15 pm	12 30 am
Lv. Charlotte..... 3 20 am	1 55 pm
Ar. Columbia..... 6 20 am	5 40 pm
Ar. Augusta..... 10 20 am	9 10 pm

NORTHBOUND.

No. 10.	No. 12.
Daily.	Daily.
Lv. Augusta..... 7 00 pm	10 45 am
Ar. Columbia..... 11 00 pm	2 00 pm
Ar. Charlotte..... 4 00 am	6 30 pm
Ar. Atlanta..... 7 00 pm	8 10 am
Ar. Salisbury..... 5 50 am	6 40 pm
Lv. Hot Springs..... 4 48 pm	12 28 pm
Ar. Asheville..... 6 25 pm	2 15 pm
Ar. Statesville..... 12 02 pm	6 40 pm
Ar. Salisbury..... 12 01 am	7 34 pm
Lv. Salisbury..... 7 00 am	8 45 pm
Ar. Greensboro..... 8 44 am	10 30 pm
Ar. Winston-Salem..... 11 38 am	12 20 am
Lv. Greensboro..... 10 30 am	12 10 am
Ar. Durham..... 12 33 pm	4 35 am
Ar. Raleigh..... 1 29 pm	7 15 am
Lv. Raleigh..... 1 34 pm	8 45 am
Ar. Goldsboro..... 3 10 pm	12 20 pm
Lv. Greensboro..... 5 52 am	10 40 pm
Ar. Danville..... 10 40 am	12 20 am
Ar. Keyville..... 1 26 pm	4 13 am
Ar. Burkeville..... 2 11 pm	4 55 am
Ar. Richmond..... 4 10 pm	7 00 am

*Daily except Sunday.

*Daily.

BETWEEN

West Point and Richmond.

Leave West Point 7:50 a. m. daily and 8:50 a. m. daily except Sunday and Monday. Arrive Richmond 9:15 and 10:40 a. m. Returning leave Richmond 3:10 p. m. and 4:45 p. m. daily except Sunday; arrive West Point 5:00 and 6:00 p. m.

Between Richmond and Raleigh, via Keyville.

Leave Richmond 8:00 p. m. daily; leave Keyville 6:00 p. m.; arrive Oxford 8:05 p. m.; Henderson 9:15 p. m.; Durham 9:35 p. m.; Raleigh 10:40 p. m. Returning leave Raleigh 8:15 a. m. daily, Durham 9:30 a. m.; Henderson 9:35 a. m.; Oxford 10:55 a. m.; arrive Keyville 1:05 p. m.; Richmond 4:10 p. m. Through coach between Richmond and Raleigh.

Mixed trains leave Keyville daily except Sunday 9:10 a. m.; arrive Durham 6:50 p. m. Leaves Durham 7:15 a. m. daily except Sunday; arrives Oxford 9:10 a. m. Leaves Durham 7:30 p. m. daily except Sunday; arrives Keyville 1:50 p. m. Leaves Oxford 3:00 a. m. daily except Sunday; arrives Durham 5:05 a. m.

Additional trains leave Oxford daily except Sunday 7:00 and 11:10 a. m. arrive Henderson 8:00 a. m., 12:10 p. m. turning leave Henderson 6:40 and 9:40 p. m. daily except Sunday, arrive Oxford 7:45 and 10:45 p. m.

Washington and Southwestern Vespertine Limited operated between Washington and Atlanta daily, leaves Washington 8:40 p. m. Danville 3:45 a. m. Greensboro 5:10 a. m., Salisbury 6:34 a. m., Charlotte 7:55 a. m., arrives Atlanta 2:25 p. m. Returning, leave Atlanta 12:25 p. m., Charlotte 9:20 p. m., Salisbury 10:32 p. m., Greensboro 12:03 a. m.; arrives Danville 1:30 a. m.; Lynchburg 3:35 a. m., Washington 9:30 a. m.

No. 9, leaving Goldsboro 2:57 p. m. and Raleigh 6:10 p. m. daily makes connection at Durham with No. 40, leaving at 7:30 p. m. daily except Sunday for Oxford and Keyville.

Nos. 9 and 10 connect at Richmond from and to West Point and Baltimore daily except Sunday.

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